

State of Alaska FY2008 Governor's Operating Budget

Department of Transportation/Public Facilities Knik Arm Bridge/Toll Authority RDU/Component Budget Summary

RDU/Component: Knik Arm Bridge/Toll Authority*(There is only one component in this RDU. To reduce duplicate information, we did not print a separate RDU section.)***Contribution to Department's Mission**

Knik Arm Bridge and Toll Authority is established in Alaska Statute 19.75. The purpose of the authority is to develop, stimulate, and advance the economic welfare of the state and further the development of public transportation systems in the vicinity of the Upper Cook Inlet with construction of a bridge to span Knik Arm and connect the Municipality of Anchorage and the Matanuska-Susitna Borough.

Core Services

The Knik Arm Bridge and Toll Authority (KABATA) will construct, own and operate a toll facility across Knik Arm at Anchorage. In order to achieve this it is anticipated that the next three years will be needed to comply with the National Environmental Policy Act (NEPA) process, secure the necessary permits, and start project development. An additional 3 years will be needed to finish actual construction and get the facility into an operational stage.

FY2008 Resources Allocated to Achieve Results**FY2008 Component Budget: \$955,700****Personnel:**

Full time	8
Part time	0
Total	8

Key Component Challenges

During the calendar year of 2007 the following activities are anticipated:

1. Completion of the Final Environmental Impact Statement (EIS) and Record of Decision.
2. Issuance of construction permits and a Beluga Whale incidental take permit.
3. Agreement on project mitigation measures.
4. Issuance of an Request for Quotation (RFQ) and Request for Proposal (RFP) in a two-tier procurement process to find a suitable partner for a Public-Private Partnership (PPP) agreement.
5. Emphasis will be placed on securing sufficient funding through non-governmental sources. Right-of-Way acquisition and other pre-construction activities are dominant.
6. Upgrade of the MacKenzie Road as a first step in the delivery program will commence through a state grant to the Mat-Su Borough.
7. Installation of a testpile.

This is a challenging schedule considering the complexity and size of the project. Unlike regular capital projects, this project, owned by a toll authority, needs to identify various funding sources and has to develop a complex financial plan and budget. In addition, it has been declared a "Mega Project" by the Federal Highway Administration (FHWA) and has to adopt a compatible management structure and select a suitable delivery system during 2007.

Significant Changes in Results to be Delivered in FY2008

The project development calls for completion of the EIS, issuance of the necessary permits and procurement of delivery services through a PPP agreement.

Major Component Accomplishments in 2006

- During 2006 the Draft EIS was issued and a Public-Private Partnership (PPP) agreement initiated. Additional marine and subsurface geological studies were completed. A trilateral agreement with State DOT&PF and the Mat-Su Borough covering surface transportation was executed for the west side approach. A Memorandum of Agreement with State Department of Transportation and Public Facilities (DOT&PF) was executed, which covers the east side approach.
- HB 471, which amended AS 19.75, was passed by the State Legislature and signed into law by the Governor.
- KABATA received major funding from Congress through the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) Transportation Act. Conceptual design and preliminary financial plans were initiated.

Statutory and Regulatory Authority

AS 19.75

Contact Information

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Knik Arm Bridge/Toll Authority Component Financial Summary

All dollars shown in thousands

	FY2006 Actuals	FY2007 Management Plan	FY2008 Governor
Non-Formula Program:			
Component Expenditures:			
71000 Personal Services	496.1	851.3	955.7
72000 Travel	0.0	0.0	0.0
73000 Services	0.0	0.0	0.0
74000 Commodities	0.0	0.0	0.0
75000 Capital Outlay	0.0	0.0	0.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
Expenditure Totals	496.1	851.3	955.7
Funding Sources:			
1061 Capital Improvement Project Receipts	496.1	851.3	955.7
Funding Totals	496.1	851.3	955.7

Estimated Revenue Collections

Description	Master Revenue Account	FY2006 Actuals	FY2007 Managemen t Plan	FY2008 Governor
Unrestricted Revenues				
None.		0.0	0.0	0.0
Unrestricted Total		0.0	0.0	0.0
Restricted Revenues				
Capital Improvement Project Receipts	51200	496.1	851.3	955.7
Restricted Total		496.1	851.3	955.7
Total Estimated Revenues		496.1	851.3	955.7

**Summary of Component Budget Changes
From FY2007 Management Plan to FY2008 Governor**

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2007 Management Plan	0.0	0.0	851.3	851.3
Adjustments which will continue current level of service:				
-FY 08 Health Insurance Increases for Exempt Employees	0.0	0.0	1.2	1.2
Proposed budget increases:				
-FY 08 Retirement Systems Rate Increases	0.0	0.0	103.2	103.2
FY2008 Governor	0.0	0.0	955.7	955.7

Knik Arm Bridge/Toll Authority Personal Services Information

Authorized Positions			Personal Services Costs	
	<u>FY2007</u> <u>Management</u> <u>Plan</u>	<u>FY2008</u> <u>Governor</u>		
Full-time	8	8	Annual Salaries	746,204
Part-time	0	0	Premium Pay	0
Nonpermanent	0	0	Annual Benefits	461,595
			<i>Less 20.87% Vacancy Factor</i>	(252,099)
			Lump Sum Premium Pay	0
Totals	8	8	Total Personal Services	955,700

Position Classification Summary

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Administrative Clerk III	1	0	0	0	1
Chief Financial Officer	1	0	0	0	1
Dep Ex Dir Corp Affairs Kabata	1	0	0	0	1
Dep Exec Dir Proj Devel Kabata	1	0	0	0	1
Exe Dir Knik Arm Bdg Toll Auth	1	0	0	0	1
Financial Manager, KABATA	1	0	0	0	1
Kabata Admin Director	1	0	0	0	1
X1563 Chief Engineer, KABATA	1	0	0	0	1
Totals	8	0	0	0	8